

NOTIFICATIONS.

HONGKONG TRADING CO., LD.

GENTLEMEN'S OUTFITTING DEPARTMENT.

NEW HOSIERY.
To Hand, Ex Recent Arrivals.

SILK AND SPIN SILK HALF-HOSE.
WHITE AND FANCY COLOURED LISLE
THREAD HALF-HOSE.
FANCY COLOURED AND STRIPED
MERINO HALF-HOSE.
NATURAL WOOL HALF-HOSE.
PLAIN AND FANCY CASHMERE HALF-
HOSE.
BALBRIGGAN HALF-HOSE.
MARINE BLUE, SEATE, DRAB, COT-
TON HALF-HOSE.
VERTICAL STRIPES.
As, Ac, Ac.

HONGKONG TRADING COMPANY, LTD.

12 GOLD MEDALS AND 1 SILVER MEDAL
By Appointment.

KUHN & CO.
HONGKONG (Established 1869). YOKOHAMA.

TIE ORIENTAL FINE ART DEPOT.
Known as the Oldest and most reliable Estab-
lishment in Hongkong, 24th February, 1891. [39]

WINES AND SPIRITS

A. S. WATSON & CO., LIMITED.

(Incorporated in A.D. 1881).
We invite attention to the following old brand
whisky, all of which are excellent quality and
good value for the money.

The above brand especially selected by our
London House and bought direct from the most
noted distillers in England and bottled
under our own supervision, to supply the best
quality at moderate prices.

It is especially necessary to state
the quantity of Wine or Spirit wanted,
and to order through Local Post or by Telegram
respective prompt attention.

PORTS. (For details and general view.)

Per Doz.	Per Case.
A. Old Duro, good quality, Glen Duro Whisky, 12	\$10.00
B. Vintage Superior quality, Red Cap, 12	1.00
C. Fine Old Vintage, superior quality, Black Seal Cap, 12	1.25
D. Very Fine Vintage, superior quality, Black Seal Cap, 12	1.50
E. Extra Superior Vintage, superior quality, Black Seal Cap, 12	1.75
F. Superior Old Vintage, superior quality, Black Seal Cap, 12	2.00
G. Very Superior Old Vintage, superior quality, Black Seal Cap, 12	2.25
H. Extra Superior Old Vintage, superior quality, Black Seal Cap, 12	2.50
I. Superior Old Vintage, superior quality, Black Seal Cap, 12	2.75
J. Very Superior Old Vintage, superior quality, Black Seal Cap, 12	3.00
K. Extra Superior Old Vintage, superior quality, Black Seal Cap, 12	3.25
L. Superior Old Vintage, superior quality, Black Seal Cap, 12	3.50
M. Very Superior Old Vintage, superior quality, Black Seal Cap, 12	3.75
N. Extra Superior Old Vintage, superior quality, Black Seal Cap, 12	4.00
O. Superior Old Vintage, superior quality, Black Seal Cap, 12	4.25
P. Very Superior Old Vintage, superior quality, Black Seal Cap, 12	4.50
Q. Extra Superior Old Vintage, superior quality, Black Seal Cap, 12	4.75
R. Superior Old Vintage, superior quality, Black Seal Cap, 12	5.00
S. Very Superior Old Vintage, superior quality, Black Seal Cap, 12	5.25
T. Extra Superior Old Vintage, superior quality, Black Seal Cap, 12	5.50
U. Superior Old Vintage, superior quality, Black Seal Cap, 12	5.75
V. Very Superior Old Vintage, superior quality, Black Seal Cap, 12	6.00
W. Extra Superior Old Vintage, superior quality, Black Seal Cap, 12	6.25
X. Superior Old Vintage, superior quality, Black Seal Cap, 12	6.50
Y. Very Superior Old Vintage, superior quality, Black Seal Cap, 12	6.75
Z. Extra Superior Old Vintage, superior quality, Black Seal Cap, 12	7.00

CLARETS.

A. Superior Breakfast Claret, Red Cap, 12	\$4.50
B. St. Raphael Claret, 12	4.50
C. St. Julien Claret, 12	4.50
D. La Rose Claret, 12	4.50
E. Superior Claret, 12	4.50
F. Very Superior Claret, 12	4.50
G. Extra Superior Claret, 12	4.50
H. Superior Claret, 12	4.50
I. Very Superior Claret, 12	4.50
J. Extra Superior Claret, 12	4.50
K. Superior Claret, 12	4.50
L. Very Superior Claret, 12	4.50
M. Extra Superior Claret, 12	4.50
N. Superior Claret, 12	4.50
O. Very Superior Claret, 12	4.50
P. Extra Superior Claret, 12	4.50
Q. Superior Claret, 12	4.50
R. Very Superior Claret, 12	4.50
S. Extra Superior Claret, 12	4.50
T. Superior Claret, 12	4.50
U. Very Superior Claret, 12	4.50
V. Extra Superior Claret, 12	4.50
W. Superior Claret, 12	4.50
X. Very Superior Claret, 12	4.50
Y. Extra Superior Claret, 12	4.50
Z. Superior Claret, 12	4.50

BRANDY.

A. Superior Old Brandy, 12	\$12.00
B. Very Superior Old Brandy, 12	12.00
C. Extra Superior Old Brandy, 12	12.00
D. Superior Old Brandy, 12	12.00
E. Very Superior Old Brandy, 12	12.00
F. Extra Superior Old Brandy, 12	12.00
G. Superior Old Brandy, 12	12.00
H. Very Superior Old Brandy, 12	12.00
I. Extra Superior Old Brandy, 12	12.00
J. Superior Old Brandy, 12	12.00
K. Very Superior Old Brandy, 12	12.00
L. Extra Superior Old Brandy, 12	12.00
M. Superior Old Brandy, 12	12.00
N. Very Superior Old Brandy, 12	12.00
O. Extra Superior Old Brandy, 12	12.00
P. Superior Old Brandy, 12	12.00
Q. Very Superior Old Brandy, 12	12.00
R. Extra Superior Old Brandy, 12	12.00
S. Superior Old Brandy, 12	12.00
T. Very Superior Old Brandy, 12	12.00
U. Extra Superior Old Brandy, 12	12.00
V. Superior Old Brandy, 12	12.00
W. Very Superior Old Brandy, 12	12.00
X. Extra Superior Old Brandy, 12	12.00
Y. Superior Old Brandy, 12	12.00
Z. Very Superior Old Brandy, 12	12.00

SCOTCH WHISKY.

A. Superior Old Scotch Whisky, 12	\$8.00
B. Very Superior Old Scotch Whisky, 12	8.00
C. Extra Superior Old Scotch Whisky, 12	8.00
D. Superior Old Scotch Whisky, 12	8.00
E. Very Superior Old Scotch Whisky, 12	8.00
F. Extra Superior Old Scotch Whisky, 12	8.00
G. Superior Old Scotch Whisky, 12	8.00
H. Very Superior Old Scotch Whisky, 12	8.00
I. Extra Superior Old Scotch Whisky, 12	8.00
J. Superior Old Scotch Whisky, 12	8.00
K. Very Superior Old Scotch Whisky, 12	8.00
L. Extra Superior Old Scotch Whisky, 12	8.00
M. Superior Old Scotch Whisky, 12	8.00
N. Very Superior Old Scotch Whisky, 12	8.00
O. Extra Superior Old Scotch Whisky, 12	8.00
P. Superior Old Scotch Whisky, 12	8.00
Q. Very Superior Old Scotch Whisky, 12	8.00
R. Extra Superior Old Scotch Whisky, 12	8.00
S. Superior Old Scotch Whisky, 12	8.00
T. Very Superior Old Scotch Whisky, 12	8.00
U. Extra Superior Old Scotch Whisky, 12	8.00
V. Superior Old Scotch Whisky, 12	8.00
W. Very Superior Old Scotch Whisky, 12	8.00
X. Extra Superior Old Scotch Whisky, 12	8.00
Y. Superior Old Scotch Whisky, 12	8.00
Z. Very Superior Old Scotch Whisky, 12	8.00

IRISH WHISKY.

A. Superior Old Irish Whisky, 12	\$8.00
B. Very Superior Old Irish Whisky, 12	8.00
C. Extra Superior Old Irish Whisky, 12	8.00
D. Superior Old Irish Whisky, 12	8.00
E. Very Superior Old Irish Whisky, 12	8.00
F. Extra Superior Old Irish Whisky, 12	8.00
G. Superior Old Irish Whisky, 12	8.00
H. Very Superior Old Irish Whisky, 12	8.00
I. Extra Superior Old Irish Whisky, 12	8.00
J. Superior Old Irish Whisky, 12	8.00
K. Very Superior Old Irish Whisky, 12	8.00
L. Extra Superior Old Irish Whisky, 12	8.00
M. Superior Old Irish Whisky, 12	8.00
N. Very Superior Old Irish Whisky, 12	8.00
O. Extra Superior Old Irish Whisky, 12	8.00
P. Superior Old Irish Whisky, 12	8.00
Q. Very Superior Old Irish Whisky, 12	8.00
R. Extra Superior Old Irish Whisky, 12	8.00
S. Superior Old Irish Whisky, 12	8.00
T. Very Superior Old Irish Whisky, 12	8.00
U. Extra Superior Old Irish Whisky, 12	8.00
V. Superior Old Irish Whisky, 12	8.00
W. Very Superior Old Irish Whisky, 12	8.00
X. Extra Superior Old Irish Whisky, 12	8.00
Y. Superior Old Irish Whisky, 12	8.00
Z. Very Superior Old Irish Whisky, 12	8.00

GIN.

A. Fine Old Tom, White Cap, 12	\$4.50
B. Fine Old Tom, White Cap, 12	4.50
C. Fine Old Tom, White Cap, 12	4.50
D. Fine Old Tom, White Cap, 12	4.50
E. Fine Old Tom, White Cap, 12	4.50
F. Fine Old Tom, White Cap, 12	4.50
G. Fine Old Tom, White Cap, 12	4.50
H. Fine Old Tom, White Cap, 12	4.50
I. Fine Old Tom, White Cap, 12	4.50
J. Fine Old Tom, White Cap, 12	4.50
K. Fine Old Tom, White Cap, 12	4.50
L. Fine Old Tom, White Cap, 12	4.50
M. Fine Old Tom, White Cap, 12	4.50
N. Fine Old Tom, White Cap, 12	4.50
O. Fine Old Tom, White Cap, 12	4.50
P. Fine Old Tom, White Cap, 12	4.50
Q. Fine Old Tom, White Cap, 12	4.50
R. Fine Old Tom, White Cap, 12	4.50
S. Fine Old Tom, White Cap, 12	4.50
T. Fine Old Tom, White Cap, 12	4.50
U. Fine Old Tom, White Cap, 12	4.50
V. Fine Old Tom, White Cap, 12	4.50
W. Fine Old Tom, White Cap, 12	4.50
X. Fine Old Tom, White Cap, 12	4.50
Y. Fine Old Tom, White Cap, 12	4.50
Z. Fine Old Tom, White Cap, 12	4.50

LIQUORS.

A. Superior Old Brandy, 12	\$12.00
B. Very Superior Old Brandy, 12	12.00
C. Extra Superior Old Brandy, 12	12.00
D. Superior Old Brandy, 12	12.00
E. Very Superior Old Brandy, 12	12.00
F. Extra Superior Old Brandy, 12	12.00
G. Superior Old Brandy, 12	12.00
H. Very Superior Old Brandy, 12	12.00
I. Extra Superior Old Brandy, 12	12.00
J. Superior Old Brandy, 12	12.00
K. Very Superior Old Brandy, 12	12.00
L. Extra Superior Old Brandy, 12	12.00
M. Superior Old Brandy, 12	12.00
N. Very Superior Old Brandy, 12	12.00
O. Extra Superior Old Brandy, 12	12.00
P. Superior Old Brandy, 12	12.00
Q. Very Superior Old Brandy, 12	12.00
R. Extra Superior Old Brandy, 12	12.00
S. Superior Old Brandy, 12	12.00
T. Very Superior Old Brandy, 12	12.00
U. Extra Superior Old Brandy, 12	12.00
V. Superior Old Brandy, 12	12.00
W. Very Superior Old Brandy, 12	12.00
X. Extra Superior Old Brandy, 12	12.00
Y. Superior Old Brandy, 12	12.00
Z. Very Superior Old Brandy, 12	12.00

BIRTH.

At Peking, on the 19th April, the wife of CHARLES
H. OLIVER, of a son.

MARRIAGE.

On the 26th April, the British Consul-General,
Shanghai, and afterwards at the Union Church, by
the Rev. L. S. STANLEY, THOMAS EDWIN THURMAN,
to Miss ELLA STANLEY.

DEATH.

At Shanghai, on the 28th April, ROBERT DICKSON
STANLEY, aged 45.

The Daily Press.

HONGKONG, MAY 6th, 1891.

Nothing can be more interesting than to

note the effect of the contact of foreigners

with the natives in the interior of China

in those industrial combinations which are

beginning to gain a footing in the country,

for the future progress of foreign enterprise

whether above or below ground, depends

great deal on the smoothness with which

the earlier experiments are carried out. It

was the fear of collisions between foreigners

and natives in places where there could be

no effective control over extrajurisdictional

workmen that was most frequently alleged

as one of the strong objections to the admis-

sion of foreign improvements into China,

and the apprehension of trouble through in-

juries to the foreigners who would be met by

no less strong. On whichever side the ag-

gression might be the incandescence of race-

hated has always been regarded with justifi-

able dread by Chinese officials in general.

Recent occurrences at the Colliery and Rail-

way Works at Tientsin have thrown some

light on this question. There are a number

of European skilled workmen, foremen,

viewers, &c., all apparently English, employed

at the works of the two companies, who seem

to have separate establishments at the same

place, separated only by a wall. Such a

division seems a rather unfortunate thing

as it tends to divide the foreign and native

employees into two separate camps, and to

suggest rivalry. A large number of Can-

tonese are employed, a race that carries with

it not only its native energy and intelligence,

but also its less amiable qualities wherever

it goes. How such a large colony as 600—

including, we presume, women and children—

could ever have gravitated to such a remote

locality as Northern China may excite surprise

at first sight. But when it is remembered

that the Colliery and Railway Works were

originated it becomes perfectly natural that

the Cantonese interest should be largely

represented. It was entirely owing to Can-

tonese energy that these enterprises were

founded, and the two men who are still

Directors of the Works and who have

borne the brunt of the battle through good

times and bad are Mr. Tong

Kung Sing and Mr. Wu Nan Kow, the latter

better known in commercial circles as

Aun. Both are old companions of Messrs.

JARDINE, MATHESON & Co. in Shanghai.

Mr. Tong Kung Sing is one of the most en-

lightened in China, and as an employer of

foreigners he stands unrivalled for fairness,

reasonableness, and business-like qualities.

Neither he nor Mr. Wu, however, were able

to resist, if indeed they ever seriously tried,

the tide of immigration from their pa-

triot homes which set in towards the north-

east of promise. Tong and Wu of every

tribe and of varied antecedents came

with their families to help and be helped

by the distinguished pioneers. They married

and intermarried freely and were not un-

fruitful, the result being the large and com-

pact colony of Cantonese, which flourishes

under the shade of the Tientsin Colliery.

Numbers give assurance, and the Cantonese

have thereby come to be troublesome to

their neighbours. Jealousies between the

rival workshops, for which the foreign-

ers at the head are not held wholly

blameless, spring up, and led to insolent be-

haviour on the part of the Cantonese, which

were unheeded by the Directors naturally

grew worse until at last the ill-feeling cul-

minated in a murderous attack on one of

the English foremen named MATTHEW BERRY.

Taken by itself this would not be a very ex-

traordinary occurrence, but the circum-

stances attending it are novel and of great

interest, and to them we wish to direct at-

tention.

The first preliminary scuffle, which occurred

on the 8th April, in which BERRY was

accused of maltreating a Cantonese, was

directed with in proper form by the resident

Director of the Works, who we suppose

must be Mr. Wu, as Mr. Tong Kung Sing

was in Shanghai at the time. He examined

witnesses, but came to no definite conclusion,

intending as he said to take further evi-

dence the following day. But as Mr. Berry

left the office he was set upon by an organi-

zed mob of Cantonese workmen who were wait-

ing for him outside, and stoned and beaten

within an inch of his life. Probably he would

have been killed but for the aid of a local

(Kaijing) engine driver who came to his

assistance and took him away on his engine,

which was employed in shunting. The

Directors obviously had no control over their

workmen, and made no attempt to exercise

any. Observing this, all the foreign

employees took alarm, went in a body to

the Directors, and demanded efficient pro-

tection and the immediate arrest of

the ringleaders in the outrage. Protection

of a kind was forthcoming, but not in such

a form as to inspire complete confidence. As

to arresting the rioters the Directors said

they could not attempt it then, but would

take action in a few days. They took

no action, and the men in order to make

an emphatic protest left the works in

a body and proceeded to Tientsin, where

they laid their case before H. B. M. Consul

Mr. BERNAN. That official seems to have

TO BE LET.

TO LET.
Possession from 15th May.
FOUR ROOMS on the FIRST FLOOR
of QUEEN'S ROAD CENTRAL, No. 10;
suitable for Office, at present in the occupation
of the Misses Bessie Kishin.
Apply to
SANDER & Co.
Hongkong, 28th April, 1891. [1064]

TO BE LET SHORTLY.

AN exceedingly comfortable and cool Six-
roomed HOUSE.
Apply to
The Secretary,
HUMPHREYS ESTATE AND
FINANCE COMPANY, LIMITED.
Hongkong, 11th April, 1891. [1895]

TO LET.

NO. 9, SEYMOUR TERRACE.
OFFICES & CHAMBERS in CONNAUGHT
HOUSE, Queen's Road Central.
OFFICES in VICTORIA BUILDINGS,
No. 4, OLD RAILWAY STREET.
No. 11, SEYMOUR TERRACE.
No. 18, SEYMOUR TERRACE.
HOUSE in POKFULUM ROAD, "Nullah
Side."
Apply to
DAVID SASSOON, SONS & Co.
Hongkong, 2nd May, 1891. [145]

TO LET.

HOUSE No. 12, ARBUTHNOT ROAD, at
present occupied by the French Con-
sulate.
Apply to
J. A. DE CARVALHO.
Hongkong, 12th April, 1891. [829]

TO LET.

THE KOWLOON LAND AND BUILD-
ING COMPANY, LIMITED.
Apply to
KNUTSFORD TERRACE.
KOWLOON.

HOUSES with 7 Rooms, including Bath-
rooms, Tennis Courts, Good view and
healthy situation. Rent and Taxes \$32 a
month.
Apply to
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 25th March, 1891. [780]

TO BE LET.

DESIRABLE OFFICES & GODOWNS,
No. 13, PRAYA CENTRAL.
Apply to
STOLTERFOOT & HURST.
Hongkong, 8th April, 1891. [42]

TO LET.

PART OF HOUSE at EAST POINT, with
Bath-Room attached.
Apply to
MORE & SEIMUND.
Hongkong, 11th April, 1891. [924]

TO LET.

WITH IMMEDIATE POSSESSION.
THE FIRST AND SECOND FLOORS of
No. 18, PRAYA CENTRAL, splendidly
suited for SHIPPING OFFICES, having a com-
manding view over the entire Harbour.
Apply to the
CARMICHAEL & Co., LIMITED,
18, Praya Central, 1891. [697]

TO LET.

POSSESSION 1st APRIL, 1891.
WESTBOURNE VILLA, NORTH.
Chimp Rental.
Apply to
LINSTED & DAVIS.
Hongkong, 2nd March, 1891. [875]

TO LET AT THE PEAK.

(FAMILY FURNISHED).
B. situated upon MOUNT GORDON, about
Seven Minutes' walk from PLANTATION ROAD
STATION, and from which is obtained a magnifi-
cent view of the Harbour and out to sea.
The House contains Drawing-Room, Din-
ing-Room, Four Bedrooms, Drying and Bath
Rooms, etc., and has a Tennis Ground attached
which will be put in order at the Landlord's
expense if the House be taken for a year.
Immediate Possession.
For further particulars, apply to
PALMER & TURNER,
Architects, &c.,
No. 5, Queen's Road Central,
Hongkong, 13th April, 1891. [930]

TO LET.

IMMEDIATE POSSESSION.
NO. 5, UPPER MOSQUE TERRACE.
Corner house No. 5, UPPER MOSQUE
TERRACE.
The above all have Gas and Water laid on.
Moderate rentals.
Apply to
J. A. DE CARVALHO.
Hongkong, 14th April, 1891. [1865]

TO BE LET.

ROSE VILLAS WEST, BOMBAH and Ro-
bertson Roads, Edinburgh, with Tennis
Lawn. From 1st May.
A GODOWN at WEST POINT.
"HENDER VILLA," KOWLOON.
"THE HONESTAD," Mount Kallat.
Furnished.
Apply to
SHARP & Co.,
Telegraph House,
Hongkong, 13th March, 1891. [146]

TO LET.

THE PEAK BUILDING CO., LIMITED.
Apply to
LINSTED & DAVIS.
Hongkong, 2nd March, 1891. [875]

TO LET.

SEVEN FIVE-ROOMED HOUSES Nos. 2
to 8, SEYMOUR TERRACE, near Peak
Church. One lot on.
Apply to the
SECRETARY,
at Office, 58, Queen's Road Central,
Hongkong, 27th February, 1891. [50]

TO LET.

NO. 4, WEST TERRACE.
Apply to
G. C. ANDERSON,
13, Praya Central.
Hongkong, 5th February, 1891. [137]

TO LET.

WITH IMMEDIATE POSSESSION.
GODOWN No. 476, in MATTHEW STREET,
WANCHAI.
Apply to
EDWARD SCHELLHASS & Co.
Hongkong, 22nd October, 1890. [156]

TO LET.

CRAIGELLACHIE, 8, BOMBAH ROAD.
Apply to
LINSTED & DAVIS.
Hongkong, 21st August, 1890. [181]

TO LET.

POSSESSION 1st January, 1891.
DESIKABLE FIVE ROOMED RESIDENCE,
STOWFORD, BOMBAH ROAD.
Apply to
LINSTED & DAVIS.
Hongkong, 3rd November, 1890. [137]

TO BE LET.

NO. 10, SEYMOUR TERRACE.
Apply to
HERCULES J. SCOTT.
Hongkong, 4th February, 1891. [1849]

TO LET.

FROM THE 1st JULY.
FIVE ROOMS on the Upper Floor of the
ICE COMPANY'S PREMISES in ICE-HOUSE
LANE.
Also now vacant.
3 LARGE OFFICES on the First Floor,
and 1 GODOWN on the Ground Floor.
Apply to the Manager at the Depot, or to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 1st May, 1891. [1094]

TO LET.

WITH IMMEDIATE POSSESSION.
OFFICES above Messrs. DOUGLAS LAURENCE
& Co.'s Premises.
Apply to
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 31st December, 1890. [163]

TO LET.

HOUSES at the PEAK and at BELLIOS.
ROOM and SHOP in DEACONSFIELD AR-
CADE, QUEEN'S ROAD.
GODOWNS in DUNDRELL STREET.
Apply to
BELLIOS & Co.
Hongkong, 5th May, 1891. [1119]

TO BE LET OR SOLD.

On favourable terms, with immediate
Possession.
Apply to
JOHN A. JUPP,
Secretary,
THE AUSTIN ARMS ESTATE
AND BUILDING COMPANY, LTD.
Hongkong, 8th October, 1890. [1533]

TO LET.

THE GROUND AND SECOND FLOOR of
No. 10, PRAYA EAST, hitherto occupied
by the German Consulate.
Apply to
MEYER & Co.
Hongkong, 4th May, 1891. [1117]

TO LET.

TOGETHER OR SEPARATELY, FROM 1st
JUNE NEXT.
HOUSE No. 5, CHANCERY LANE, with 10
Rooms and Bath Rooms. Two separate
entrances.
Apply to
J. M. V. DE FIGUEIREDO,
No. 5, Chancery Lane.
Hongkong, 4th May, 1891. [1118]

TO LET.

CHIAN YAU,
No. 1, Lower Mosque Terrace.
Hongkong, 3rd April, 1891. [845]

TO LET.

NO. 3, LOWER MOSQUE TERRACE.
Apply to
CHIAN YAU,
No. 1, Lower Mosque Terrace.
Hongkong, 3rd April, 1891. [845]

TO LET.

THE SECRETARY,
City Club.
Hongkong, 21st March, 1891. [740]

TO LET.

TO LET, AT THE PEAK.
POSSESSION 1st May, 1891.
THE HOUSE "CREGGAN," Best position.
Apply to
M. S. SASSOON & Co.
Hongkong, 17th April, 1891. [976]

TO LET.

NO. 6, SEYMOUR TERRACE, CORNER
of PRAYA CENTRAL, spacious residence, the house for
Chairs, Windows, etc. Moderate Rent for six
months.
Apply at House
A. J. BOOTH.
Hongkong, 30th April, 1891. [1085]

TO LET.

DESIRABLE OFFICES, No. 6, QUEEN'S
ROAD CENTRAL.
Apply to
LINSTED & DAVIS.
Hongkong, 9th April, 1891. [904]

FOR SALE.

FOR SALE.
TWO STEAM LAUNCHES named "FAN-
WAN" and "FEL-SHUN" respectively,
and STEAM ENGINES in connection there-
with.
For further particulars, apply to HING LEE
HOR KEE, TONG MAN STREET.
Hongkong, 5th May, 1891. [1133]

FOR SALE.

J. L. MUM & Co.'s
CHAMPAGNE, Q. & \$20 a P. & \$21.
DUNOS PEREAUX & DE GRONOV & Co.'s
BORDEAUX CHAMPAGNE.
AND
WHITE WINES.
CHATEAU LEVILLON, \$33 per Case of 1 doz.
CHATEAU MARGAUX, at \$25.
BAKTER'S "BARLEY BREE,"
(Celebrated 7 years Old WHISKY,
at \$25 per Case of 1 doz.)
GIBB, LIVINGSTON & Co.
Hongkong, 10th November, 1890. [128]

FOR SALE.

CHAMPAGNE "MONOPOLE"
—HEIDTSCHEK & Co.—
MONOPOLE Red Seal (medium dry).
Do. "No. 1" (dry).
Do. "Gold Foil" (dry).
Do. "Gold Foil" (extra dry).
Day Do. (extra dry).
CARLOWITZ & Co.,
Sole Agents for
HEIDTSCHEK & Co., Reims,
For Hongkong, China, and Japan.
Hongkong, 1st Jan., 1891. [1516]

FOR SALE.

CHAS. HEIDTSCHEK'S
CHAMPAGNE, 1890 White Seal.
\$25..... per case of 1 dozen quarts.
\$23..... per case of 2 dozen quarts.
PAUL DUBOIS & Co.'s
CLARET, GRAND VIN LEVILLON.
\$25..... per case of 1 dozen quarts.
CLARET, CHATEAU LAROSE.
\$14..... per case of 1 dozen quarts.
\$13..... per case of 2 dozen quarts.
FUTTER & Co.
\$0.50..... per case of 1 dozen quarts.
PALMER MARGAUX.
\$7.50..... per case of 1 dozen quarts.
\$7.50..... per case of 2 dozen quarts.
LORMONT.
\$5..... per case of 1 dozen quarts.
JOHN WALKER & SONS.
\$5..... per case of 1 dozen bottles.
OLD HIGHLAND WHISKY.
Also.
CUTLER PALMER & Co.'s
WINE AND SPIRITS.
SIEMSEN & Co.
Hongkong, 1st January, 1894. [125]

FOR SALE.

Y. E. S. & Co.
COAL MERCHANTS,
have always on hand
LARGE STOCKS OF EVERY DESCRIPTION
OF COAL.
Address—Cable Street, Messrs. Sano & Co.
No. 68 PRAYA.
[1694]

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COUNTRIES IN 30 VOLUMES.
NOW READY.
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and Australasia, containing the Colonies of all
Nations, and the Independent Empires and
States, Vol. 28.
RUSSIA and POLAND, Vol. 24, ITALY,
Vol. 26, and other volumes.
C. LEUGHE & Co.,
33, LITTLE BRITAIN, LONDON, E.C.
ESTABLISHED 1794.
(WRITE FOR PRICE LIST.)
GOOD AGENTS WANTED. [1396]

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LONDON via SUEZ CANAL.	Orizaba	Brit. str.	Wright	P. & O. S. N. Co.	On 14th inst. at Noon.

VESSELS ON THE BERTH.

THE CHINA AND MANILA STEAM-
SHIP COMPANY, LIMITED.
FOR MANILA VIA AMOY.
The Company's Steamship
"ZAFIRO,"
Captain Cobban, will be despatched for the
above Ports TO-DAY, the 6th inst. at 4 P.M.
For Freight or Passage, apply to
RUSSELL & Co.,
General Managers,
Hongkong, 4th May, 1891. [1122]

OCEAN STEAMSHIP COMPANY.
FOR SHANGHAI VIA AMOY.
(Taking Cargo and Passengers at through rates for
NINPOO, CHEFOO, NEWCHANG, TIENTSIN,
HANKOW, and PORTS on the YANGTSE.)
The Company's Steamship
"HELLEBOPHON,"
Captain Guthrie, will be despatched as above
TO-DAY, the 6th inst.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents,
Hongkong, 1st May, 1891. [1093]

OCEAN STEAMSHIP COMPANY.
FOR LONDON VIA SUEZ CANAL.
The Company's Steamship
"ORESTES,"
Captain Barr, will be despatched as above TO-
MORROW, the 7th inst.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents,
Hongkong, 1st May, 1891. [1099]

THE SCOTTISH ORIENTAL STEAM-
SHIP COMPANY, LIMITED.
THE COMPANY'S STEAMER
"PHEANANG,"
Captain W. H. Watson, will be despatched for the
above Ports TO-MORROW, the 7th inst.
at 10 A.M.
For Freight or Passage, apply to
YUEN FAT HONG,
Agents,
Hongkong, 4th May, 1891. [1196]

CHINA NAVIGATION COMPANY,
LIMITED.
FOR PORT DARWIN, QUEENSLAND,
PORTS, SYDNEY, AND MEL-
BOURNE.
The Company's Steamship
"CHINGTU,"
A. Hunt, Commander, will be despatched as
above on FRIDAY, the 8th inst. at 10 A.M.
The attention of Passengers is directed to the
Superior Accommodation offered by this
Steamship, and to the fact that the Company
are situated forward of the Engines, Spout
Cabin Passengers are berthed in the Poop.
A Refrigerating Chamber ensures the supply of
fresh provisions during the entire voyage.
A daily qualified Surgeon is on board.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents,
Hongkong, 4th May, 1891. [1109]

OCEAN STEAMSHIP COMPANY.
FOR SINGAPORE, PENANG, AND
CALCUTTA.
The Company's Steamship
"WINGANG,"
Captain St. Croix, will be despatched as above
on FRIDAY, the 8th inst. at Noon.
This steamer is specially constructed to meet the
requirements of tropical climates.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers,
Hongkong, 4th May, 1891. [1124]

"MOGUL" LINE OF STEAMERS.
FOR SHANGHAI, KOBE, AND YOKO-
HAMA, via INLAND SEA.
THE STEAMSHIP
"TAIPEI,"
Captain Bailey, will be despatched as above on
about the 10th inst.
For Freight or Passage, apply to
ADAMSON, BELL & Co.,
Agents,
Hongkong, 4th May, 1891. [1119]

STEAM TO STRAITS AND BOMBAY.
Calling at COLOMBO sufficient inducement
offered.
THE P. & O. S. N. Co.'s Steamship
"LORDAR,"
Capt. F. Cole, will leave for the above Ports
on TUESDAY, the 12th inst. at Noon.
For further information, apply to
E. L. WOODIN,
Superintendent,
Hongkong, 4th May, 1891. [1125]

FOR SAN FRANCISCO.
THE 93 L. I. American Bark
"ADOLPH OBRIG,"
T. Carleton, Master, will leave here for the above
Port, and will have quick despatch.
For Freight, apply to
MELCHERS & Co.,
Agents,
Hongkong, 16th April, 1891. [971]

VESSELS ON THE BERTH.

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.
FOR SYDNEY, MELBOURNE, AND
ADELAIDE.
(Calling at SANDAKAN, TIKOR, PORT DARWIN
and QUEENSLAND, and taking through
rates for NEW ZEALAND, TASMANIA, &c.)
THE STEAMSHIP
"GUTHRIE,"
Captain Shannon, will be despatched for the
above Ports on SATURDAY, the 16th inst. at
DAYLIGHT.
For Freight or Passage, apply to
RUSSELL & Co.,
Agents,
Hongkong, 1st May, 1891. [1105]

FOR NEW YORK.
THE STEAMSHIP
"ALBANY,"
Captain Hood, will be despatched on or about the
10th inst.
For Freight apply to
ADAMSON, BELL & Co.,
Agents,
Hongkong, 4th May, 1891. [879]

COMPAGNIE DES MESSENGERES
MARITIMES
PAQUEBOTS POSTES FRANCAIS.
NOTICE.
SAIGON, SINGAPORE, BATAVIA, CO-
LOMBO, PONDICHERRY, MADRAS,
CALCUTTA, ADEN, SUEZ,
PORT SAID, MEDITERRANEAN,
AND BLACK SEA PORTS.
ALEXANDRIA, MARSEILLES, AND
PORTS OF BRAZIL AND LA PLATA,
ALSO.
LONDON, HAVRE, AND BORDEAUX.
ON WEDNESDAY, the 6th May, 1891,
the French Mail Steamship "ALBANY,"
Commandant Bonnel, with Mail, Passengers, Specie, and Cargo, will
leave this Port for the above places.
Cargo and Specie will be registered for Lon-
don as well as for the other ports.
Cargo and Specie will be accepted in trans-
it through Marseilles for the principal
Ports of Europe.
Shipping Orders will be granted till Noon.
Cargo will be received on board until 4 P.M.
Specie and Parcels until 3 P.M. on the 5th
May. (Parcels are not to be sent on board;
they must be left at the Company's Office, Con-
sulate and Customs, and the necessary documents
for further particulars, apply at the Com-
pany's Office.
G. DE CHAMPEAUX.
Hongkong, 24th April, 1891. [92]

NORDEUTSCHER LLOYD.
NOTICE.
STEAM FOR
SINGAPORE, COLOMBO, ADEN, SUBZ,
BRINDISI, GENOA, ANTWERP,
BREMER, and HAMBURG.
PORTS IN THE LEVANT, BLACK
SEA AND LONDON.
ALSO.
LONDON, NEW YORK, BOSTON, BAL-
TIMORE, NEW ORLEANS,
BALTIMORE, AND THE AMERICAN
PORTS.
THE COMPANY'S STEAMERS WILL CALL AT
SOUTHAMPTON TO LAND PASSENGERS
AND LOGGERS.
N.B.—Cargo can be taken on THROUGH
BILLS OF LADING FOR THE PRINCIPAL
PLACES IN RUSSIA.
ON SUNDAY, the 11th day of MAY,
1891, at 11 A.M. the Company's Steamship
"PILGRIM," Captain Robinson, with
MAILS, PASSENGERS, SPECIE, and
CARGO, will leave this Port as above, calling
at Genoa.
Shipping Orders will be granted till Noon.
Cargo will be received on board until 4 P.M.
Specie and Parcels until 3 P.M. on the 10th
May. (Parcels are not to be sent on board;
they must be left at the Company's Office, Con-
sulate and Customs, and the necessary documents
for further particulars, apply to
MELCHERS & Co.,
Agents,
Hongkong, 13th April, 1891. [97]

U. S. MAIL LINE.
PACIFIC MAIL STEAMSHIP COMPANY
THROUGH TO NEW YORK, via OVER-
LAND RAILWAYS, AND TOUCHING AT
YOKOHAMA AND SAN FRANCISCO.
THE U. S. Mail Steamer "CITY OF RIO
DE JANEIRO" will be despatched for
SAN FRANCISCO via YOKOHAMA on
TUESDAY, May 7th, at 10 A.M. The
Passenger and Freight for Japan, the United
States, and Europe.
Through Bills of Lading issued for trans-
portation to Yokohama and San Francisco
will be issued at this office, and the
Office of the United States, via Overland
Railways, to Havana, Trinidad, and Demara,
and to ports in Mexico, Central and South
America, by the Company's and connecting
Steamers.
Through Passage Tickets granted to Eng-
land, France, and Germany by all trans-
Atlantic Line Steamers.
First-class Fares granted as follows:
To San Francisco.....\$225.00
To San Francisco and return.....337.75
To Liverpool.....\$35.00
To London.....\$32.00
The other European points at proportionate
rates. Special reduced rates granted to Officers
of the Army, Navy, Civil Service, and the
Imperial Chinese Customs, to be obtained on
application.
Passengers by this line have the option of
proceeding Overland by the Southern Pacific
and connecting Lines, Central Pacific, North-
ern Pacific, or Canadian Pacific Railways.
Passengers who have paid full fare, re-
turning at San Francisco for China or Japan
(or vice versa) within one year, will be allowed
a discount of 10 per cent from the full fare.
The discount is not granted to those passing
from China and Japan to Europe.
Freight will be received on board until 4 P.M.
The day previous to sailing. Goods and Packages
will be received at this office until 1 P.M. same
day; all parcels destined to be marked to
address full value of same is required.
Consular Invoices to accompany cargo des-
tined to ports beyond San Francisco in the
United States, should be sent to the Company's
Office in Sealed Envelopes, addressed to the
Collector of Customs at San Francisco.
For further information, apply to
J. V. N. BUREN, Acting Agent,
Hongkong, 27th April, 1891. [838]

VESSELS ON THE BERTH.

TAKING CARGO AND PASSENGERS
TO JAPAN, THE UNITED
STATES,
MEXICO, CENTRAL AND SOUTH
AMERICA, AND RUSSIA, via THE
SUEZ CANAL, PANAMA, COLON, and
ATLANTIC AND OTHER CONNECTING
STRAMBERS.
THE STEAMSHIP "OCEANIC" will be de-
scribed for SAN FRANCISCO, via
YOKOHAMA, on THURSDAY, the 24th May,
at 10 A.M. Connection being made at Yoko-
hama with Steamers from Shanghai and Japan
Ports.
All Parcel Packages should be marked to
address in full, and same will be received at the
Company's Office until Five P.M. the day pre-
vious to sailing.
First-class Fares granted as follows:
To San Francisco and return.....\$225.00
To San Francisco and return.....337.75
To Liverpool.....\$35.00
To London.....\$32.00
To other European points at proportionate
rates. Special reduced rates granted to Officers
of the Army, Navy, Civil Service, and the
Imperial Chinese Customs, to be obtained on
application.
Passengers by this line have the option of
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"ADOLPH OBRIG,"
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Port, and will have quick despatch.
For Freight, apply to
MELCHERS & Co.,
Agents,
Hongkong, 16th April, 1891. [971]

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For Freight, apply to
MELCHERS & Co.,

The Governor's reply to the Hon T. E.

And this brings us to the closing portion of the Governor's speech, so which we may unaccommodatingly join issue. His Excellency says he is told and believes that the present tonnage dues might be very considerably increased, and might be made something more nearly approaching the average of other ports; and yet all, nearly all, the vessels which now come here would still have to come here, inasmuch as their coming here would cause them to be considerably greater than the increased rate. Whether this view is completely correct, His Excellency says he cannot say, but he believes it is at all events sufficient for him to suggest the consideration whether additional revenue might not be raised, whether the revenue remaining at the same amount the incidence of taxation might be more fairly distributed to the relief of the shippers. Now, the Colony exists as a shipping trade, and to put any unnecessary tax on the chief source of our prosperity would be mistaken policy indeed. His Excellency says that if additional taxation was imposed all, "or nearly all," the vessels which now come here would still have come. We invite attention to the expression "nearly all," as showing the danger of course hinted at. We cannot afford to deprive any ray of our shipping, however small it may be thought the quantity would be. If one vessel goes the probability is that another will follow. If the revenue were lost it we would gladly see the duties abolished in *toto* , and there must certainly be no wavering as to the remission of the Gas Rock dues when the special law for which they were imposed is completed. The Governor's remarks as to the proposed Harbor Board and his suggestion that such a body is formed it should be empowered and required to raise from ships all the

THE TAXATION OF SHIPPING.

THE GOVERNOR'S MISTAKE.

It may seem somewhat ungracious to comment adversely on the conduct of the governor on the eve of his departure, but action in regard to the payment of the condoleto, of the military contribution for 1890 must be characterised as one of the mistakes that are almost worse than errors. Although Mr. J. F. Foye, C. C., collector

THE CZAREWITCH

The Russian Her Apparent has paid his first visit to China and is now presumably on the more hospitable shores of Japan. The Chinese Government may possibly be congratulating themselves on having paid so little attention to an undesired visitor, whose wishes they wished to keep at a distance. The Prince got two or three glimpses of the great Central Kingdom; he beheld the glories and wonders of the City of Ramen; he caught a passing view of the embattled walls of the half ruined southern capital of Nanking; and he visited the flourishing city of Hankow, the seat of the trade and the port at which is collected the most considerable Russian community. The latter, as might be expected, received the son of their sovereign with enthusiasm, pride, and pleasure. They gave him of their best, and entertained him in right princely fashion. At every port at which the Czarowitz touched he was received by the Chinese with respect if without effusion. This is no doubt an advance for China, and the fact is more rather much of by the Hankow correspondent of our Shanghai morning correspondence. He writes:—"The most instructive and valuable lesson of the whole visit is the difference in the mental attitude of the natives at the time of the Queen's Jubilee four years ago, the visit of the Grand Duke later on, and last night's perfidiousness broken the place of rowdiness and stone-throwing. The difference must undoubtedly be due to the action of the officials. The 99 of the public are always fixed on the face of the mandarin, and almost imperceptible tremor of his eyes gives his subordinates the cue for respect." On this occasion the signs of respect and reception were given most unequivocally; the popular report at last recognised the fact of the presence of a prince of a foreign nation; by bruying it about that the Viceroy had telegraphed to the T'ung-tai Yamen to inquire when he was to see his brother-in-law.

lying in the river. The Viceroy of Canton and Hankow certainly did offer his Imperial Highness, hospitality, and the Viceroy of the Min-chu was prepared to entertain him at Foochow had he visited the Banyan City, but let it not be forgotten that Peking was tacitly forbidden the Prince, and that to leave China without seeing any member of the Imperial family, and without being recognised as worthy to associate on terms of equality with the Emperor. How different will be his reception in Japan. In every city and town he visits he will be welcomed as the guest of the Mikado, and at Tokyo he will be received by the monarch himself as an equal, accorded every possible attention, and treated as he would be treated in any other civilised country. The Prince cannot fail, in his subsequent reductions on reaching home, to contrast the receptions he received in the two great countries of the Far East, and the comparison will assuredly not work to the advantage of China. Meantime the Siberian Railway is being silently and swiftly laid, the great lever by which Russia no doubt hopes to be enabled to mature her schemes for aggrandisement in Eastern Asia, and with the aid of which she may prove the means of breaking up the Chinese empire. Always provided, of course, that China by her policy of supine, ciliant complacency towards Western Powers has completely isolated herself—as is the case at this moment—from all outside sympathy and support.

HONGKONG LEGISLATIVE COUNCIL

A meeting of the Legislative Council was held on the 30th April. There were present:—
His EXCELLENCY THE GOVERNOR, SIR
WILLIAM W. K. M.C.M.G.
Hon. W. M. DEANE, Acting Colonial Sec-
retary, C.M.G.
Hon. W. M. GIBBONS, Attorney-General,
Hon. N. G. MITCHELL-JONES, Colonial Treas-
urer.
Hon. J. H. STEWART-LOCKHART, Registrar
General.
Hon. J. B. BOWEN, Surveyor-General.
Hon. P. S. KIRKE.
Hon. H. O. KAI.
Hon. J. M. RYHIE.
Hon. J. M. W. WHITTAKER.
Mr. A. M. THOMSON, Acting Clerk of Council.
THE GOVERNOR'S STATEMENT OF THE
CONDITION OF THE COLONY
The GOVERNOR then laid before the Council a speech on the conditions and prospects
of the colony, but as the very urgent preparation
of my medical address, to which he alluded
in his speech, was unable to bear the
strain of delivering it, I sent it yesterday to the
Press, and a copy of it is laid on the table.
FARMER LADIES' CLUB
THE ASSISTANT COLONIAL SECRETARY laid
before the Council a report on the operations of the
Public Works for 1890, a despatch from the
Secretary of the Colonies, to which he alluded
in his speech in reply to the memorial of the
official members of Council of December last
the Harbour Master's Report for 1891, reports
of the Supreme and Subordinate Courts for
1890, the Annual of Births and Deaths for 1890.
A SUFFRAGE REFORMATION
Hon. P. RYAN raised the following question:—
"Has the Governor His Excellency asked me
at the meeting of Council on the 31st March
last if the protest I then laid on the table was
perfectly respectful, my answer to him was
that it was not a protest, or in any way
unbecomingly so, and I am sure that the
members who occur in a protest that was
perfectly respectful."
His EXCELLENCY—One of the names put
in the protest was that of the Governor's
Council in general terms. It was therefore impossible
for me to accept it until I knew whether it was
in respectful terms. I did not mean to imply
that it was not a protest, or in any way
unbecomingly so, and I have every reason
to believe that the hon. member's denunciation at the time that
he did not think I should so either.
"Has the Governor asked me at the meeting
of Council on the 31st March last if the protest
I then laid on the table was perfectly respectful."
— Whether the arrears of the military ex-
penditure 1890, payment of which was authorized
by the Council on the 18th of 1890, was
paid, and if paid on what day, and whether
or any portion of it was paid, and if so
when.

[illegible]

1. commencement of the work? (b.) If they have been altered in any respect what additional expenses

[illegible]

the second part of the question is a negative. The PROSECUTOR LOWENKRON:—With reference to His Excellency the Governor's statement in Council on 15th December, 1889, viz., "consideration of our having undertaken the work of the Gap Rock Light, the Imperialist Chinese Maritime Customs were unduly prejudiced," I have to say that the Government have no statement as to whether the Government have commenced the erection of the very necessary Beacon Light on the Gap Rock. I think the operations are likely to be commenced.

THE ACTING COLONIAL SECRETARY:—In reply to the last member I have to state that the 2nd Officer Administering the Government has on the 2nd October received the following reply from the Hon. the Attorney-General:—"I regret to inform you that I have the honor to acquaint you for the information of His Excellency the Officer Administering the Government that the 2nd Officer Administering the Government has the Inspector General of Customs to the effect that Mr. Henderson, the engineer-in-charge of the Light-house Department, and Mr. Bishop, the Engineer-in-charge of the Marine Department, have been sent forthwith for the purposes of making the observations and measurements necessary for the construction of a Beacon Light for the first order light for the position."

SUNDAY WORK IN THE HARBOUR.

THE ATTORNEY-GENERAL:—I have the honor to inform you that the Hon. the Attorney-General, in reading of a Bill entitled "An Ordinance to restrict the loading of cargo on Sunday in certain waters of the Colony," has been informed that the Hon. the Attorney-General has not had the advantage of having my first draft of this Bill gone through by your Excellency or by the Hon. the Attorney-General, and I am sorry to say some modifications. It will be published in the Gazette.

THE ACTING COLONIAL SECRETARY:—I am unable to-day to attend to the subject, but I may just say that the resolution this subject has received during the last few days has been such that I think the possibility of this bill would have no appreciable effect on the subject.

I have felt that I should before I leave remove

[illegible]

The Council then adjourned.

THE MILITARY CONTRIBUTION

3.—I am unable to admit the allegation that the demand for the increased contribution was

4.—It must also be not forgotten that the cost of the strength and the cost of the Garrison have considerably risen since 1891. In 1891 the cost of the Garrison was £150,000, but in 1903 with the intention of increasing it at the end of five years, an intention which was never carried out. In that year the cost of the Garrison was £200,000, but in 1903 the cost of the Garrison was £200,000, whereas the Garrison now costs £200,000, whereas the Garrison now costs £200,000, whereas the Garrison now costs £200,000.

5.—The estimated revenue of the colony for 1891 is £262,098 dollars, or more than three times the cost of the Garrison in 1891. On 20th January, 1898, the cost of £240,000 was estimated to amount to 17 per cent of the revenue of 1891, but owing to the subsequent growth of the colony, the cost of the Garrison in 1891 was only 11 per cent, the charge now only represents about 11 per cent, of revenue as against 164 per cent in 1891, when the contribution of 1893 was fixed.

6.—The Government of the colony has no objection to the Government of not considering that any objection exists for delaying the payment of the full contribution of £240,000.

7.—The opportunity of informing you with reference to paragraph 8 of Mr. Fleming's report No. 88 of 1st April, 1890, that it was proposed to raise the contribution of the colony to the cost of the Garrison, the Mahomedans of Upper India, and steps are being taken to raise the colony as such as may be practicable.

8.—I have the honor to be, Sir, your obedient servant.

9.—Yours faithfully,

10.—[Signature]

Gouverneur Sir G. William Des Vœux, K.C.M.G.

THE HARBOUR MASTER'S REPORT
FOR 1890.

The following report by the Harbour Master was laid on the table of the Legislative Council on the 30th April:—

Hongkong, 6th January, 1891.

Sir, I have the honour to forward the Annual Returns for this Department for the year ended 31st December, 1890.

SHIPPING.

The shipping returns show a marked advancement in the trade of the colony, the tonnage of arrivals and sailings amounting to 1,700,000 tons, the highest figure yet reached and over a million more than the previous year. There were 31,132 arrivals with a tonnage of 6,582,538 tons, and 31,855 departures of 6,523,771 tons, making a grand total of 13,106,309 tons. The following statement shows how the amount of shipping is apportioned:—

	1889.	1890.		
Ships. Tonnage.				
British	5,212	6,960,885	5,224	5,984,471
Foreign	1,000	1,200,000	1,131	2,269,555
Junks and foreign boats	45,365	3,447,315	46,603	3,672,742
Grand total	35,166	11,227,310	31,963	11,926,768
Junks in local trade	3,233	2,627,391	3,969	3,125
Grand total	31,933	8,599,919	27,994	8,801,676

Compared with 1889, there has been a general increase of British tonnage amounting to 448,050 tons and an increase of foreign tonnage of 200,000 tons. The average of the last three years shows an increase in 1890 of 15 British ships representing 339,777 tons, and of five vessels of foreign flag, representing 1,066,615 tons, and 2,842 tons.

The general trade as represented by amount of shipping from and to the various countries has been in a general upward direction, though there is a general increase British bottoms most marked with regard to Coochin-China, Japan, the Philippines and Siam. In the case of the United States, the shipping trade has been in a general decline with Coochin-China and Siam. There is also a considerable revival of the Japanese trade.

With Great Britain and the Continent.

Formerly, the amount of trade does not differ materially from 1889, being indeed a little stationary. There is a slight increase in arrivals under the British flag and a decrease in Foreign flag.

JUNKS.

As shown in the foregoing tables, the junks for 1890 amounted to 3,004,538 tons, an increase over the previous year of 1,668 tons.

